CD/TATD Partner Meeting – Vehicle
Thursday, February 14, 2013

Attendees: Joel Ball, Jim Bryson, Bill Courtois, Ben Haynes, Chris Nevers, Bill Pidgeon, Jim Snyder, Lynn Sohacki, John Spieth, Linc Wehrly, David Wright, Jim Yarosz

- John S let the partners know that Janet McCabe will be touring the Lab from 11:00 to 1:00 today.
- The Partners asked about the re-organization of groups in TATD:
  - Maria Peralta will be director for the ATC group which will coordinate:
    - CTTF
    - HTTF
    - D005
    - D006
  - John Spieth will be director for the VTC group which will coordinate:
    - D329
    - D001
    - D002
    - Sheds
    - Battery Testing

- # Deliberative Process / Ex. 5

- Chris Nevers –
  - The CMAX should be coming in March, will be preparing the test plan.
  - Asked about D329 running – there was an issue with particulates however; we are running on the gasoline side. Need to re measure because Reptruck measured 0.
  - The FID Optimization needed to be completed yesterday.
- Jim Bryson has been working on compliance readiness for CTTF (May)
  - CTTF will have PM capability in the future
  - California's 50° test uses Phase 2 fuel
- The Cruze is coming in for Confirmatory tests and will need to be prepped; this will be on the diesel side of D329.
- Sequence
  - Shed
  - Cold CO test process
  - Specific requirements
    - RLD derivation
    - Regulation

- Increase 10%
- Regulations are dated from the 1990's with 10% coastdown
- Recommend using the manufacturer data (instructions?)
- Also, interested in the NMHC
- Lynn Sohacki was interested in the status of the Sheds; VT is working, however, the PZEV sheds are not.
  - Shed 1 the analyzer stopped recording after 8 hours, Carl Paulina is working with Richmond and we are working to obtain backup analyzers
  - Belief is that environmental issues with construction is part of the issue
  - We should be able to run 2 tests per shed per week
- Subaru will be sending two representatives from Japan so there is an urgency to resolve these issues. (Friday)
  - Jim Bryson asked if CTTF Tire pressure should be set at 20 degrees F.